

DAILY COURIER

Steamboat and River News.

STEAMBOATS LEAVING TO-DAY.

FOR PARTICULARS SEE ADVERTISEMENTS.

TELEGRAPH No. 3, Hildreth, Conn.
SUNDAY, DECEMBER 27, 1896.
The steamer **TELEGRAPH**, Capt. J. H. Hildreth, left New Orleans for New York, via New Haven, at 10 o'clock, yesterday morning. She is a new and fast steamer, and is expected to arrive in New York on Tuesday morning.

KEY WEST, Fla., Dec. 27.
The steamer **KEY WEST**, Capt. J. H. Hildreth, left New Orleans for Key West, at 10 o'clock, yesterday morning. She is a new and fast steamer, and is expected to arrive in Key West on Tuesday morning.

THE RIVER was falling very slowly, yesterday, barely three inches in 24 hours, with seven feet six inches water on the falls, in the morning, and a small amount in the evening. The weather was warm, cloudy, and misty, with, however, for a wonder, no rain. In the evening it turned cool.

At Pittsburgh, yesterday, the river was falling fast, with only seven feet six inches in the channel. A fall of seven feet in two, or three days. At Cincinnati the river was reported falling slowly, by the telegraph, which is not very reliable, however, as we think the influence of the late Pittsburgh rise has been felt there this. There had been more rain along the Kanawha, with 14 feet water at Parkersburg on Sunday evening.

At Pittsburgh, the heaviest shipments, for some time, have been of railroad iron to Nashville. The pile at the present time is about 100,000 tons, the cotton taking the last. The Marine, Empire City, and Wallace, have all been loaded from it during the week. To Cincinnati, however, there was a fair amount of freight shipping, more than usual at this season. To New Orleans it was scarce, requiring a tedious delay to procure a load.

Thanks to the Eolian, from Owensboro, for a manifest. She had a lot of grain for Cincinnati. The lighter **Stratford** had her boiler and engine in Mobile Bay. She had on board one hundred bales of cotton for the bark **Edwin**, for Boston.

The **Stratford** is expected to arrive at New Orleans, Thursday, to Capt. Beal, at \$1,250 and her debts, amounting to \$7,000.

THE KEY WEST, from Pittsburgh, was due last night, but did not arrive. She is expected to arrive today.

ANOTHER CRUISE. We learn from the Coahoma (Miss.) Citizen of Saturday last, that the river is within a few feet of the top of the bank at that point, and apprehensions were felt for the safety of the Yazoo Pass levee. An effort was being made to build the levee, which is yet incomplete, faster and stronger than ever before. Contractors were discouraged and suspended the work. At the last accounts the water was running through the levee.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The following interesting items are from the New Orleans Delta of the 21st and 22d:

The steamer **Scout**, which arrived from New Orleans on Sunday, reported that she had on board a large quantity of cotton, which she had taken from the river.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

THE ANTELOPE. By special dispatch from Mr. Sage, the courteous clerk of the Antelope, we learn that she left New Orleans yesterday morning. She left New Orleans on Tuesday evening, full of freight and passengers, and will be due at St. Louis on Friday morning.

POSITION OF THE METROPOLIS.—We are indebted to Capt. Joe Scott, of the Telegraph, for a diagram, showing the position of the wrecked steamer **Metropolis**, which was wrecked yesterday morning. The pilot evidently saw something like daylight between two immense hills, and was steering his boat full of champagne and champagne.

The **Metropolis** is a total loss. Some Coahoma Dispatch. Sunday Evening. While attempting to descend the falls, one of a pair of coals, laden for New Orleans, was sunk by striking a rock or rock on the left of the reef. The coals were scattered in all directions, and the ship was struck by the reef. It did not go three hundred yards after striking before it went to pieces, and disappeared forever. It contained about 15,000 barrels of coal. The other boat was cut loose, and safely landed at Sandy Island.

During the storm which prevailed along the lower Ohio last Wednesday and Thursday night, a fall of seven feet in two, or three days. At Cincinnati the river was reported falling slowly, by the telegraph, which is not very reliable, however, as we think the influence of the late Pittsburgh rise has been felt there this. There had been more rain along the Kanawha, with 14 feet water at Parkersburg on Sunday evening.

At Pittsburgh, the heaviest shipments, for some time, have been of railroad iron to Nashville. The pile at the present time is about 100,000 tons, the cotton taking the last. The Marine, Empire City, and Wallace, have all been loaded from it during the week. To Cincinnati, however, there was a fair amount of freight shipping, more than usual at this season. To New Orleans it was scarce, requiring a tedious delay to procure a load.

Thanks to the Eolian, from Owensboro, for a manifest. She had a lot of grain for Cincinnati. The lighter **Stratford** had her boiler and engine in Mobile Bay. She had on board one hundred bales of cotton for the bark **Edwin**, for Boston.

The **Stratford** is expected to arrive at New Orleans, Thursday, to Capt. Beal, at \$1,250 and her debts, amounting to \$7,000.

THE KEY WEST, from Pittsburgh, was due last night, but did not arrive. She is expected to arrive today.

ANOTHER CRUISE. We learn from the Coahoma (Miss.) Citizen of Saturday last, that the river is within a few feet of the top of the bank at that point, and apprehensions were felt for the safety of the Yazoo Pass levee. An effort was being made to build the levee, which is yet incomplete, faster and stronger than ever before. Contractors were discouraged and suspended the work. At the last accounts the water was running through the levee.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The following interesting items are from the New Orleans Delta of the 21st and 22d:

The steamer **Scout**, which arrived from New Orleans on Sunday, reported that she had on board a large quantity of cotton, which she had taken from the river.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

The **Stave Dealer**, from New Orleans, is taking about 1,500 bales of cotton, at Memphis, for Pittsburgh—the largest load of cotton, we believe, ever taken on the Mississippi.

BY TELEGRAPH.

Later From Europe.

NEW ORLEANS, Dec. 27.—The steamship **Asia** arrived this evening, with 1,500 passengers. She left New Orleans on Tuesday morning, full of freight and passengers, and will be due at St. Louis on Friday morning.

ARRIVAL OF THE ASIA.
New York, Dec. 27.—The steamship **Asia** arrived this evening, with 1,500 passengers. She left New Orleans on Tuesday morning, full of freight and passengers, and will be due at St. Louis on Friday morning.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

The **Asia** passed the steamship **Canada** at 3 o'clock on the morning of the 12th, the City of Baltimore, at 7 o'clock, and the City of New Orleans, at 1 o'clock on the morning of the 13th.

STEAMBOATS.

REGULAR PACKETS.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.

W. H. WARRICK, Captain.